

State College to Re-enact First Air Show

America's first international air meet was held on a table-topped mountain back in January of 1910.

Now some 60 years later, the students at California State College, Dominguez Hills in Carson, whose campus is located on the famous hill top, plan to hold a commemorative air show in honor of the anniversary.

Why an air show? And, more so why an air show sponsored by a college?

It was a brain child of a group of students in order to construct a student union. Since the state does not allocate funds to build a student center, the college must raise funds on its own for such a facility. It took Cal-State San Diego 30 years to finish construction on its student center. Even though their college is only three years old, Cal-State Dominguez students do not want to wait that long.

An air show to commemorate the first air show in the U.S. was the perfect plan. So the stu-

dents, working in conjunction with leading businessmen, incorporated their "brain child" to carry out their plan.

Now that brain child, planned for three days early in May (9-11) is expected to draw the top names in aviation, attract some 300,000 persons and distinguish Cal-State Dominguez as a progressive school.

Just how is all this going to be accomplished?

This is the puzzler. In order to have an air show you need some place to land aircraft. Students plan to cope with this problem by constructing an airfield on the college site. Special arrangements with the Federal Aviation Agency were negotiated and, with volunteer help, a 3,000-foot runway will be leveled.

The next step was to figure how to stage an air show. This dilemma was quickly solved with the hiring of Jerry Lloyd, well-known Canadian specialist (he annually directs the Abbots-

ford Air Show in British Columbia).

What will be celebrated is the original 10-day meet, the first to be held west of the Mississippi River, and the first international meet of its kind. That original meet was a thrown-together, circus-like affair which astounded both its promoters and the public alike with its color and appeal.

Chief performers were Glenn H. Curtiss (for whom a junior high school in the City of Carson will be named), American airplane pioneer, and French aviator Louis Paulhan.

However, the air show almost didn't get off the ground.

Paulhan and his retinue found a rather strange reception committee awaiting them when they arrived. It seems Curtiss, along with Paulhan, had been involved in a legal dispute with the Wright brothers which centered around the Wrights' claim that the two were using a stabilizing

device — an aileron — which was a Wright invention and protected by patents.

Upon hearing about the Dominguez meet, the Wright Brothers initiated legal action to prevent them from taking part in the event. A legal turn of affairs, however, worked to the advantage of the Dominguez meet.

Such was the spectacle of the event that the Long Beach Board of Education recommended that pupils be dismissed from school and encouraged to attend the meet, all in the interest of education.

More than 600,000 people turned out for the air show — with some 5,000 arriving from San Diego and trainloads from San Francisco. It was described as a thrill-seeking crowd.

Dominguez Hill was selected by the aviation committee as the locale for the meet because of its suitability for flying conditions. At the time there was also a railroad spur track connecting

the area with downtown Los Angeles. But, at that, the spectators had to walk from three to five miles to the site.

The field itself was called Aviation Park. The site was scraped level. The flying field ran in a north-south direction. There was a slight incline towards the south.

The site though, was not the greatest, as far as flying was concerned. Usually stiff winds, up to 18 miles an hour in velocity, whipped across the area.

To protect the public from falling airplanes, a three-mile long wire fence separated the closed flight path from the spectator area. More than 1200 bales of sawdust were scattered to provide a safeguard against muddy feet.

Such precautions were taken because Paulhan constantly took pleasure in buzzing the grandstand after he had performed an aerial feat.

The only dwelling within two

miles of Aviation Park was the rancho of Mrs. Victoria Carson, descendant of the original settlers.

On the grounds were four Curtiss biplanes, three Blériot monoplanes, two Farman biplanes, plus various experimental models, such as a triplane, multiplane, acrofoil and ornithopter.

Tents were set up to protect the flying machines.

As the meet was about to start a note was sent by Paris scientist warning Los Angeles aviators that many birds had died from fright and injury following an air show there. It was thought that all birds were about to become extinct if flying were to continue.

Besides Curtiss and Paulhan, other notables in aviation were on hand. They included:

Professor J.S. Zerbe, who led a controversial five-winged plane; Charles Willard, Charles Hamilton, Gates M. Fowler and Boyd Dysart, a Long Beach lad, who was upset that his "aero-

drome" was not allowed to be shown at the meet.

Aviation Records fell during the meet of course, but the big thing was that no matter how spectacular the feats of the various aircraft were, flying was passed off as "just a passing thing." No one took it seriously.

Newspapers even said that the plane would never be used commercially, because the weight-carrying possibilities are too burdensome.

Even Curtiss, who became a pioneer in the field, didn't realize the potential of the aircraft in that day.

The meet, of course, was dominated by Curtiss and Paulhan, but there were other notable events that took place that can be earmarked as "firsts."

Dominguez air meet had a great effect on the country. Besides proving that an aviator could earn twice the salary of a United States Senator, it proved the possibilities of commercial aviation.

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LOVE IS SPECIAL . . . Tom Sauro, 20, and Gay Smith, 18, remind Press-Herald readers that today is love's special day. The two Torrance residents chat quietly while strolling along the beach in the waning hours of the day. St. Valentine's Day, they recall, is the day to remember that special someone in your life.
(Press-Herald Photo by Hal Fisher)

Hearing Resumes Tomorrow

Decision on Legal Fees In Nollac Case Delayed

The hearings against suspended City Engineer Walter M. Nollac will resume Saturday at 9:30 a.m. in spite of the fact that city councilmen feel the legal fees in the case are too high. Councilmen Tuesday delayed a decision on a request for an additional \$5,000 for the city's legal expenses in the Nollac case, postponing the appropriation until next Tuesday. The lawmakers indicated that by that time, the city might be able to renegotiate with attorney Walter Anderson for a lower legal fee.

TIM MacBRIDE WINS TOP CARRIER HONORS

Tim MacBride, 10-year-old son of Mr. and Mrs. Phil MacBride of 4701 Bindewald Road, has been selected as the Press-Herald Carrier of the Month for January.

Young MacBride's selection was announced today by Clint Davey, Press-Herald Circulation manager.

A fifth-grade student at Calle Mayor Elementary School, Tim joined the growing staff of Press-Herald newsboys at the first of the year.

He is active in Little League baseball and played last year with the Cubs of the Torrance American Little League's International League.

Tim has a sister, Lisa, 7, who is a second-grade student at Calle Mayor School. His father is employed by the city of Los Angeles as a fireman and his mother works as a teacher's aide in the Redondo Beach City Schools.



TIM MacBRIDE
Carrier of the Month

ANDERSON'S legal bills for the case as of Jan. 31 amounted to \$6,350. So far, the city has appropriated only \$5,000 to cover the bill.

"It's a waste of taxpayers' money to pay Anderson this fee when we have a city legal department," Councilman Jay Beasley exclaimed. "Anderson has been dragging this out and demanding to present his case in full. The case could drag on 10 to 15 weeks."

Councilman Orin P. Johnson countered that there is no way for the city to shut off the hearings at this point and that it would be impossible to change lawyers in the middle of the case.

MAYOR Albert Isen, a lawyer himself, suggested that the fee should be renegotiated on a "sensible, fair basis" with Anderson.

Councilmen also considered the possibility that the city may end up paying Nollac's legal

Policeman Wins Lions' Citizen of Year Award

School Safety Programs Earn Officer Award

A Torrance police officer who has been instrumental in the development of the city's school safety programs yesterday received the West Torrance Lions Club's "Citizen of the Year" award for 1968.

Police Sgt. Thomas H. Wooldridge, a native Californian, received the award at a special luncheon attended by members of the Lions Club, his colleagues on the police force, and numerous civic and community leaders.

Sergeant Wooldridge is currently in charge of the police department's school crossing guard program, which involves the supervision of 35 adult crossing guards, and he also gives traffic safety lectures in the city's elementary schools.

IN ACCEPTING the award, Sergeant Wooldridge said he was honored and pledged to institute new programs in the schools "for better understanding between us and the youth of our city."

A spokesman for the 35 crossing guards praised Wooldridge for his "patience, understanding, and consideration." She also recalled that Wooldridge was responsible for obtaining the fa-

Victim of Auto Crash Succumbs

An 80-year-old Torrance woman, injured Tuesday in a traffic accident on the Palos Verdes Peninsula, died early Wednesday.

Heleen A. Walters, 24436 Park St., died at 3:10 a.m. at a Torrance hospital.

Mrs. Walters was injured Tuesday about 1:15 p.m. when her car and a pick-up truck collided at the intersection of Hawthorne Boulevard and Crest Road. Two passengers in her car received minor injuries.

Police identified the driver of truck as Christopher Lasalla, 57, of 24242 Neece Ave.

Accident Puts Man In Jail

A traffic accident Tuesday night at the corner of 181st Street and Van Ness Avenue resulted in the arrest of a 21-year-old Torrance man on narcotics charges.

Jailed for possession of dangerous drugs and being under the influence of drugs was William J. Turner, 2807 W. 179th St.

Police said Turner's vehicle collided with two parked cars as he drove west along 181st Street. Investigating officers said they saw Turner throw something under his car, which turned out to be a bundle containing 10 orange capsules, resembling seconal.

Turner allegedly admitted taking a few of the capsules, telling police, "I know a lot of people who take them." Police said his speech was slurred and his eyes reacted slowly to light.

Turner's car sustained total front and side damage.

Chamber of Commerce Observance Planned

Tuesday, Feb. 25, has been designated "Chamber of Commerce" Day in Torrance by Mayor Albert Isen.

Isen, in issuing the proclamation, urged all citizens of the city to take the opportunity to learn more about the Torrance Area Chamber of Commerce — its purpose, accomplishments, and goals for the future.

"It Takes Two — Your Chamber of Commerce and You!" is the theme of the day-long observance. "Every



WITH AWARD . . . Torrance Police Sgt. Tom Wooldridge, public safety officer, accepts the West Torrance Lions Club's "Citizen of the Year" award. On hand for the presentation were Leo Salisbury (left), awards committee chairman for the club, and Darrell Flieder, president of the group. Sergeant Wooldridge is responsible for coordinating the Torrance Police Department's safety programs, including supervision of school crossing guards. He drew high praise for his efforts from civic officials, friends, and members of the community during the awards luncheon yesterday.
(Press-Herald Photo)

Residents Back Ban on Jets at Torrance Airport

By NATALIE HALL
Press-Herald Staff Writer

The development of a quiet jet may sound far-fetched, but many Torrance residents are toying with the idea that such an invention would solve a lot of

problems with regard to the temporary halt every time a jet takes off from Torrance, simply because the noise is so intense.

Peter Moosman lived at 4521 Paseo de las Tortugas on the hillside adjacent to the municipal airport and he recounts from personal experience that corporate jets make a lot more noise than ordinary propeller planes.

Although Moosman owns a plane himself and is engaged in some freight shipping from other airports, he's forced to take a stand against jets in Torrance. Like most of his neighbors, Moosman has learned to tolerate ordinary, everyday airplane noise. But he draws the line where jets are involved.

"IF A QUIET jet would come in, that would be a different ballgame," Moosman mused. "We're all sympathetic towards aviation. We don't want to be stuck-in-the-mud, but we don't want to be stuck-in-the-mud, either!"

Moosman girded his opinion by noting that Little League games in progress near the west end of the runway grind to a

Bloodmobile Sets Visit Thursday

A Red Cross bloodmobile will visit the Torrance Elks Lodge, 1820 Abalone St., Thursday from 2 to 6:30 p.m., according to Mrs. Virginia Jones, local blood chairman.

A 200-pint quota has been established for the special bloodmobile program, Mrs. Jones said. Men and women between 18 and 60 who are in good health may give blood.

Persons desiring to give blood may call Mrs. Jones at 326-8928 for an appointment.